

Connections

December 2009

Annual Accountability Report Asks, "Where Do We Go From Here?"

by Sally Oxenhandler

Director Pete Rahn delivered a familiar message to the Joint Committee on Transportation Oversight on Nov. 23: "We've made a lot of progress improving our transportation system in the past few years, but our funding is going to fall off a cliff and we'll barely be able to maintain the system, much less tackle any new construction. We must answer the question, 'Where do we go from here?'"

Director Rahn made his comments when presenting the committee with our annual accountability report. State law requires

us to submit the report to the governor, lieutenant governor and legislators each year. The document outlines where our money comes from and where it's spent. An executive summary highlights the past year's accomplishments and future challenges.

Director Rahn noted that 83 percent of Missouri's major highways are now in good condition and the state has experienced a 24 percent drop in highway deaths since 2005. Furthermore:

- Truck drivers voted Missouri roads as the fifth best in the nation and Interstate 44 as the fourth most improved highway in an Overdrive magazine survey.
- The Reason Foundation ranked Missouri fourth most efficient in administrative costs per mile.
- Missouri was the first state

in the nation to start construction on a recovery act project.

- 85 percent of Missourians are satisfied with MoDOT and 89 percent trust us to keep our commitments.

"We've come a long way in proving we are capable and accountable with the resources we're given," he said. "But where do we go from here? To maintain our current system, even in its current condition, is going to take some tough decisions on how we're going to fund transportation in the future and at what level."

Director Rahn has been warning about the significant drop in transportation for several years, and now that time is near. Our construction awards in fiscal year 2009 total a high of \$1.5 billion based on Amendment 3 and stimulus money that

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Shaun Schmitz

Work on the Osage River bridge near Tuscumbia continues, the project MoDOT began within moments of President Obama signing the American Recovery and Reinvestment act.



Celebrating a Safe & Sound Centennial

by Kristi Jamison and Bob Brendel

One hundred and counting! That's the number of bridges MoDOT has now fixed as a part of its commitment under the Safe & Sound Bridge Improvement Program—the initiative to fix 802 of the state's worst bridges in five years.

"For progress for the state of Missouri, on time, under budget, for the new future," were the words uttered by Gov. Jay Nixon as he, MoDOT Director Pete Rahn, Missouri Highways and Transportation Commissioners David Gach and Stephen Miller and other state and local officials cut a



Shaun Schmitz

Gov. Jay Nixon cuts the ribbon to celebrate the completion of the 100th Safe & Sound bridge. Holding the ribbon from left to right are Sen. Charlie Shields, Platte County Presiding Commissioner Betty Knight, MoDOT Director Pete Rahn, MHTC Chairman David Gach, Contractor Rick Knapp, MHTC Commissioner Stephen Miller and District 4 Engineer Beth Wright.

ribbon, commemorating the completion of the program's 100th bridge.

The ceremony took place on a two-lane bridge over the Platte River on Route E in Platte County, which was originally built in 1966. The re-deck project opened again to traffic in October, just 41 days after construction began.

MoDOT and its contractor partners are working so fast on these projects that already several more have been completed! Since the first bridge was completed on

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Eyes on the Interstate

by Sandra Hentges

Closed-circuit television cameras have been installed on Missouri’s interstate system to monitor traffic flow, work zones, road conditions and help detect incidents more quickly. MoDOT put 41 cameras on Interstates 29, 35, 70, and 55. By March, an additional 27 will be installed on Interstate 44.

Mounted on 50-foot poles, the cameras can turn 360 degrees to look one mile in both directions on the interstate. “These cameras can be our eyes when we can’t be there,” said Troy Pinkerton, Traffic liaison engineer.

“The best example for the use of these cameras is a crash where a tractor-trailer has closed the road in one direction,” said Pinkerton. “By looking at the scene from the camera, we can determine the best way for emergency personnel to get to the site of the crash; and that may be by traveling north on the shoulder of the southbound lanes. If the traffic is backed up and stopped, then that would allow us to get to the scene quicker.”



In addition to incident management, the cameras can also help MoDOT staff during adverse weather conditions. They can help visually monitor general pavement conditions to see if snow and

ice are accumulating because they can zoom down close to the pavement.

They will assist with determining how traffic is flowing through work zones and travel times from one point to another. They will also help the department to plan by allowing personnel to see first hand how traffic flows through interchanges and other areas at different times of day or night.

Traffic division funded the partnership project with Information Systems providing extensive technical support.

“This project allowed us to use MoDOT’s existing fiber network to transport video data from the camera to

the end user at our Transportation Management Centers, Welcome Centers and Traffic and Maintenance offices,” said Ron Rudroff, lead information systems technologist. “We hope to be able to use it for additional communication links in the future.”

Limited views of the video will be available at www.modot.org. In addition, video from the cameras and information from the videos will be fed into the database that serves the award-winning Traveler Information Map for real time updates on incidents, road conditions, congestion and work zones.

An additional grant will allow cameras to be installed on Interstate 57 and Route 60 in the Poplar Bluff area by the end of 2009, as part of a pilot project to improve rural safety.

A list of camera locations is available at www.modot.org. MoDOT will not archive or save any of the video recorded by these cameras.

MoDOT’s Federal Funding Explained

Chief Financial Officer Roberta Broeker clarifies MoDOT’s current state of funding and why there are challenges ahead.



Roberta Broeker

This year has been both feast and famine in federal transportation funding. In February, the President signed the American Recovery and Reinvestment Act. When the dust settled, MoDOT was left with \$525 million to spend on projects (about two-thirds of the federal funds we receive in an average year). We worked fast and furious to select projects and get the federal funds obligated, because the timelines imposed by the bill were short AND because the goal was getting people back to work.

Fast forward to Sept. 30 and the end of SAFETEA-LU, the multiyear federal

highway bill that provides the bulk of our funding. Built into SAFETEA-LU like a ticking time bomb was an \$8.7 billion rescission of federal funds. What does that mean? The bill starts out telling states how much money they get, but then puts stipulations on how much we can “obligate” to specific projects. It’s a way of managing the checkbook at the federal level, preventing states from spending all their money in the early years of the bill.

There was widespread speculation that before Sept. 30, 2009 arrived, Congress would do away with the rescission, and let states have that money to build projects. Ultimately, that didn’t happen, and for Missouri, that meant \$202 million of potential projects were wiped off the books. We didn’t have to cancel any projects because that money was already obligated. However, local entities that had not programmed their federal funding didn’t fare as well. Local officials are having to regroup and figure out how to get planned projects off paper and make them reality.

As if that weren’t bad enough, the “continuing resolutions” Congress has passed to keep the federal program operating after SAFETEA-LU’s expiration have made finances even tighter. Continuing resolutions aren’t anything new. After the previous federal bill expired in September 2003, we had 12 continuing resolutions before SAFETEA-LU passed in August 2005. But they gave states slightly more money than in the expired bill. Due to the fiscal year 2009 rescissions, the two



continuing resolutions we’ve had so far (one for the month of October, and a second one that runs through Dec. 18) have reduced our federal fund-

ing amount. So when you compare federal funds available for the first 75 days of this federal fiscal year to what we expected (level funding from last year), MoDOT and local planning partners have \$57 million less available to obligate than we planned. That’s a difference of 30 percent.

So what’s next? MoDOT looks to Missourians for input on the best solutions to our funding concerns. In the meantime, MoDOT will continue to be open and transparent while a solution is found to meet the challenge.

Project Development Challenge Team

A team of design and construction experts is faced with the task of reinforcing and further advancing MoDOT’s commitment to innovation as a means to deliver projects better, faster and cheaper.

Director of Program Delivery Dave Nichols pulled the team together in October. Meeting weekly, they plan to deliver their recommendations by mid-December.

Team members from Central Office are Kenny Voss, bid and contract services engineer, Joe Jones, engineering policy administrator, Todd Miller, innovations engineer, Llans Taylor, design liaison engineer, David Hagemeyer, senior structural designer, and Bob Brendel, outreach coordinator. District representatives include Shelie Daniel, resident engineer, D4, Steve Bubanovich, resident engineer, D10, Pete Berry, transportation project manager, D9, and Ron Morris, I-64 deputy project director, D6. Karen Miller of Organizational Results is facilitating the group’s discussions.

Rahn Named a Public Official of the Year by Governing Magazine

"Pete Rahn is one of the country's most innovative transportation officials," according to Governing magazine who named him as one of their 2009 Public Officials of the Year. Rahn's willingness to take risks and his desire to make a difference helped him become the first state transportation director to earn this national honor in the 23-year history of the award.

"I am deeply honored to be selected by Governing magazine for this prestigious award," said Rahn. "It is gratifying to serve in a position that

truly impacts people in their daily lives. The credit should go to 6,300 MoDOT employees who work hard every day to improve the lives of all Missourians. As a result, Missourians are reaping the benefits of improved roads and bridges, good paying jobs and a safer transportation system."

Noting the success of Missouri's New I-64 project in St. Louis, Governing magazine specifically praised Rahn's ability to "partner with the private sector in unique ways to build large-scale

transportation projects quickly and affordably."

Governing also lauded his ability to make a difference, "by giving contractors vast flexibility but holding them strictly accountable for their work."

Rahn was selected based on a nomination submitted by one of his colleagues, Deb Miller, Secretary of the Kansas Department of Transportation.

The Governing magazine article is available at <http://www.governing.com/poy/2009/rahn/>.



MoDOT Bans Employees from Texting While Operating Agency Vehicles

A new MoDOT policy reinforces the agency's commitment to safe travel.

Effective Nov. 1, texting is prohibited by MoDOT employees while operating department vehicles and equipment. The rule also applies to texting while driving a personal vehicle when performing department business.

"We're sending a clear message that employee safety is a top priority. MoDOT has great employees, but putting them-

selves and the traveling public at risk from texting while driving will not be tolerated," said Director Pete Rahn.

A state law is already in effect prohibiting those 21 and under from texting while driving.

The penalty for an employee depends on the facts of the incident or whether an employee has received prior disciplinary actions.

Safe & Sound Centennial

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April 23 in Polk County, 107 bridges have been improved in 194 days. There are another 13 under construction that will be completed before the end of the year.

From atop the new bridge deck, MoDOT Director Pete Rahn proclaimed, "We've promised we would fix bad bridges. We're fixing bad bridges. We promised we would do them quickly. We've delivering them quickly. We've promised they would be good bridges when we're done and you're standing on the delivery of that promise."

If you think opening a bridge about every two days is impressive, wait until next year! In 2010, close to 250 bridges will be constructed. And almost 200 of those will be completely new bridges, built under the Design-Build portion

of the Safe & Sound program by KTU Constructors.

Construction schedules are being completed, and MoDOT will be conducting community briefings through the winter months to provide construction and detour information while these bridges are closed.

The contract with KTU Constructors requires that the average closure be no more than 45 days. That's twice as fast as the normal 90 days it takes to build a new bridge.



Check it out!

Check out MoDOT videos on YouTube with the latest project and highway safety info.

www.youtube.com/modotvideo



Miami Bridge Demolition



kclCON On-The-Job Training Program



Accountability Report

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runs out this year. They then fall in a sharp decline and drop to a low of \$421 million by fiscal year 2014.

"That level of funding puts us back in a minimal maintenance mode," Director Rahn told the committee. "We won't be able to make needed transportation improvements that provide jobs, make our highways safer and reduce congestion."

There are two main reasons funding for transportation is dropping so dramatically:

- People are driving less and buying fewer and more fuel-efficient vehicles; and
- Amendment 3 bond proceeds will be used up and the new revenue coming in will go to repay the bonds, as the voter-approved measure mandated.

In addition, the uncertainty of the federal highway bill, which has been extended twice while Congress works on a new version, makes it difficult to plan for the future. Another challenge facing

the department is explaining that the American Recovery and Reinvestment Act did not solve the state's transportation funding woes.

"Some in the public appear to believe that the recovery act funded all our transportation needs," Director Rahn said. "In reality, the one-time amount of money we received, while certainly welcome, amounted to about two-thirds of the federal funds we receive in an average year and is money we will not get in future years."

Director Rahn acknowledged that securing additional funding would take leadership, innovation and hard work. In the meantime, he pledged we would continue to deliver the best value possible for every transportation dollar.

The full 2009 Report to the Joint Committee on Transportation Oversight, including the executive summary, can be found on our Web site, www.modot.org.

Meet Your Commissioner



For the next six months, *Connections* will feature a Missouri Highways and Transportation Commissioner, learning more about their background and goals for Missouri transportation. For our first feature, meet Commission Chairman David A. Gach:

Q: Please tell us a little about your background and career.

A: I have been a lifelong resident of St. Joseph, Mo. I own Dave's Diesel Service, a diesel engine repair business in St. Joseph. I also manage a land excavation company, commercial properties, and farmland. I have six children and 10 grandchildren. All of this keeps me busy, but my wife of 45 years, Theresa, helps me stay on track!

Q: What attracted you to becoming part of the commission?

A: Owning a diesel repair shop in St. Joseph has given me a heads up to things that need to be addressed. Our clientele uses our interstate system and frequently our customers will bring up valid points to check into or take note of when making decisions. Transportation is my business in that we keep trucks in good working order so that shipments can be delivered all over the United States. I felt it was important to take an active role in contributing to an

improved transportation system in Missouri. The best way to do that was to be a member of the commission.

Q: What has been your most interesting experience as part of the commission?

A: I have really enjoyed the meetings when we travel around the state and meeting people who have a similar interest in transportation and who take such pride in their communities.

I am a huge fan of aviation and love the opportunity to fly in any kind of aircraft. On the occasion when I get to fly to a commission meeting, I enjoy visiting with the pilot and watching him fly the plane from the cockpit.

Q: What have you learned about Missouri transportation?

A: Many more people are getting involved in the transportation decision-making process by being a part of a public hearing or a member of a transportation advisory committee that works with the planning commissions and MoDOT to select and prioritize transportation projects for Missouri.

It has really helped me to learn more about how transportation is funded in Missouri. Although MoDOT is a transportation department, it is funded like a highway department. Almost all funds are dedicated by law for roads and bridges, where the other areas of transportation (aviation, rail, ports, and transit) receive less funding yet are key to a comprehensive transportation system.

The main theme I have learned is that there are always more transportation projects needed than there is funding available.

Q: What are your hobbies and interests?

A: I enjoy flying a powered parachute aircraft, operating heavy machinery and working on my farms.

Helping Hands Reach High MoDOT Exceeds 2009 Charitable Campaign Goal

by Kristi Jamison

MoDOT employees delivered a sterling performance in honor of the Missouri State Employees Charitable Campaign's silver anniversary. The department well exceeded the goal Director Pete Rahn set at the beginning of our fundraising period by more than \$216,500.

With about 99 percent of the pledges in and accounted for at press time, MoDOT raised \$216,636. Official, final results are expected later this month. At that time, MoDOT will also find out whether or not we "threepeat" as the most generous state agency.

"Year after year, the results of MoDOT's Charitable Campaign continue to exceed our expectations," said MoDOT Campaign Coordinators Jackie Biele and Dawn Haslag. "It's fantastic that our employees came through once again. It's One Team MoDOT at it's best!"

In keeping with this year's theme "People Helping People – A Missouri Tradition," employees not only made individual pledges, but many districts and divisions generously contributed to

and supported fun activities in the name of charity. A lot of goodwill was generated by pie-throwing contests, chili cook-offs, barbecue competitions, penny wars, silent auctions and more.

Combining the money MoDOT raised with other agencies' fundraising efforts, MoDOT wasn't the only record setter in the 2009 campaign. Overall, state employees once again went above and beyond the call to help others by setting another record high with \$1,154,126 in contributions.



Shaun Schmitz

Q: What would most MoDOT employees not know about you?

A: I spent most of my early life on a farm, and went into the Navy as a Sea Bee after graduating from high school. I have always been interested in how different types of machinery work, everything from cars, pickups, over-the-

road trucks, farm tractors, bulldozers, scrapppers, and powered parachutes.

I am a down-to-earth, plain and simple person that is very interested in learning new things, and using that knowledge to help Missouri communities grow and be safe.

December Service Anniversaries

30 Years		Gregory L. Stervinou	D4
John M. Cox	D1	Leaann Brown	D4
Donald J. Pierce	D2	Joseph E. Coffey	D4
Robert W. Rowan	D4	Kirby L. Lindsay	D5
Kerry W. Thompson	D5	Richard R. Knight	D7
Gary A. Peel	D6	Brenda K. St. John	D10
Theresa R. Berendzen	CO	Terri L. Parker	CO
25 Years		Jeffrey T. Payne	CO
Cullen C. Brewer	D4	Terry L. Petchell	CO
Gary J. Twenter	D5	10 Years	
Douglas D. Hampton	D9	Kenneth L. New	D1
20 Years		Jason T. Utz	D1
John W. Allred	D2	Steven E. Willis	D1
Jim P. Westhoff	D4	Jon R. Carson	D1
Stephen K. Mothersbaugh	D4	Kenneth L. Windsor	D2
Stacy D. Mahaney	D5	Lonnie R. Shields	D3
Lydia A. Elkin	D6	Chadwick A. Smith	D5
David W. Lippe	D8	Thomas A. Carnes	D5
James D. Robinson	D10	Virgil T. Reed	D6
Thomas H. Smotherman	D10	Laurie J. Hardie	D7
Donald E. Meyer	CO	Kristina L. Marshall	D7
Leslie N. Fennewald	CO	Rex A. Yearta	D8
15 Years		Christina J. Dawson	D8
Krista L. Burnett	D1	James T. Adams	D9
Rodney A. Welch	D2	Timothy P. Green	D10
		Rhonda M. Thompson	CO
		Marjorie C. Doerhoff	CO

5 Years		Kyle D. Lankford	D7
Jonathon R. Raines	D2	Jeremy W. Hagerman	D7
Michael D. Hullett	D2	Keith A. Chandler	D8
Shirley J. Landsman	D4	Keith B. McKinney	D10
James C. Hake	D5	John W. Bechtold	D10
Kelly C. Yager	D5	Richard S. Patterson	CO
Lola J. Reed	D5	Terry J. Cox	CO
Earl L. Kelly	D6		
Willie Logan	D6		

October Retirements

Name	Location	Years of Service
Tim Shaffer	D10	33
John Cowden	D3	32
Roy McQuay	D3	32
Dale Morrow	D3	25
Gary Burke	D4	7
Roger Hoover	D4	27
Terry Hufford	D4	31
Galen Moseley	D4	31
Daniel Fryer	D6	28
Donald Jackson	D6	30
Louis Swagulski	D6	31
Richard Silvers	D7	21

In Memoriam

Active		Winston E. Boyer	D9	October 15
Retirees		Jackson "Jack" L. Shipman	D5	October 1
		Thirl K. Wilson	D6	October 2
		Lonnie L. Geringer	D6	October 3
		Robert "Bob" L. Michael	CO	October 5
		Robert "Bob" Morris	D6	October 5
		Forest "Junior" A. Evans	D5	October 9
		Aubrey "Suds" L. Marshall	D1	October 16
		Charles "Charlie" H. McDonald	D5	October 21
		Virgil R. Clark	D5	October 30
		David E. Bainter	D6	October 31



“Pie-in-the-Face” Frenzy for Charity

Division directors put their face on the line for the Missouri Employee’s Charitable Campaign. Community Relations Director Shane Peck, Governmental Relations Director Jay Wunderlich, Organizational Results Director Mara Campbell, and Audits and Investigations Director Bill Rogers volunteered to enter into a pie-sale challenge. With the purchase of a slice of pie, employees were allowed to cast their vote for the division director they thought needed to be sweetened up with a pie in the face. The two directors receiving

the most votes took a pie to the face. Campbell received the most votes, and Wunderlich was a very close second. Money raised for each director was donated to a charity of his or her choice. To make the event even more exciting, Chief Engineer Kevin Keith put his money on Peck and in return, Peck took a pie to the face. As if that was not enough pie throwing, Keith quickly became the target and also took a pie to the face for a good cause. The fundraising event raised \$494 for the Missouri State Employees Charitable Campaign.



Kevin Keith was creamed by Mara Campbell at the pie-in-the-face frenzy.

Many thanks for the generosity of the MoDOT employees and to Shane, Jay, Mara, Bill and Kevin for being such good sports. Also, thank you to Project Director Ken Warbritton for serving as the master of ceremonies for the event.

Outstanding Contributions

Douglas Fees Receives Kenneth G. Close Award

Assistant IS Director Douglas Fees was honored with the Kenneth G. Close award on Oct.1. The award is presented for significant contributions to the goals and objectives of the Highway Engineering Exchange Program. It recounts Fee’s service to MoDOT and prior employer, the Defense Mapping Agency in St. Louis. It also lists his contributions to HEEP, such as having served as its international president in 2002 and as co-chair of the HEEP Educator and Student Participation program. Judy Skeen, chief information officer for the Texas Department of Trans-

portation and the 2009 international president of HEEP, presented the award to Fees at the HEEP annual meeting in San Antonio, Texas. “Your contributions to HEEP have been outstanding. You have been tireless in the promotion of HEEP goals and objectives. You have earned the respect of you peers and you are truly representative of the kind of professional that distinguishes a ‘HEEPer’,” said Skeen. Congratulations to Doug Fees on this prestigious award!



Douglas Fees accepted the Kenneth G. Close award from Judy Skeen on Oct. 1.

Disability Awareness Workshop



The Disability Awareness Workshop on Oct. 22 included a performance by the Signing Eagles from the Missouri School for the Deaf in Fulton, Mo.



Participants were also involved in an interactive presentation on creating an inclusive workplace for individuals with disabilities.

for more info

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D1

Northwest

Last Month in the Northwest District

by M. Elaine Justus

Last month started with an Artist’s Reception on Nov. 4 at the Eagleville Welcome Center on Interstate 35 near the Iowa state line. Sandra Bryant, one half of the husband and wife team who comprise Showcase Mosaics of Lynden, Wash., returned to Missouri to help us officially present the completed mural to the community.



Sandra Bryant, one of the artists who created the mural took time to autograph souvenir booklets for attendees.

Area high school art classes were personally invited to come early that morning for a chance to view the glass tile mosaic, and visit one-on-one with a working artist.



R.B. Smith, deputy director for the Missouri Division of Tourism came to meet Sandra Bryant, of Showcase Mosaics.

Assistant District Engineer Tony McGaughy hosted the public reception. Representatives from Eagleville and Bethany came along with R.B. Smith, deputy director of the Missouri

Division of Tourism, and Keiko Ashida, program specialist with the Missouri Arts Council.

A specially prepared booklet about the mural was the preferred souvenir of the day, and several attendees took the opportunity to have their copies autographed by the artist.



Mark Baumgartner and Shaun Schmitz of MoDOT's multimedia unit had the challenge of trying to create a full-size photograph of the 44-foot mural.

Nov. 12 was a “Veteran’s Lunch and Learn” in the district. Many of our employees are active military and two have been mobilized more than once. They were invited to meet with the rest of us and tell us what it was like. Transporta-



In honor of Veterans’ Day, Transportation Project Designer Russ O’Daniell was one of two employees invited to share experiences about their military service in Afghanistan and Iraq.

tion Project Designer Russ O’Daniell, who is a Lt. Col in the Air National Guard, has been to Afghanistan twice and Intermediate Construction Inspector Carl Carder, who serves with the Navy Seabees, has been to Iraq twice. They each had photos and videos of their experiences, and answered a lot of questions from the audience about the future of both areas. The primitive aspects of the area were surprising. O’Daniell told a story about an oil distributor that didn’t have a working hose, but the tank still heated, so the workers were dipping buckets full of hot oil out of the tank, then filling watering cans to coat the road. For Carder, the hardest part of his deployment in 2003 was missing his daughter’s high school graduation.



Seventy-two college women picked up trash in Maryville last month.

The Maryville Daily Forum, the second largest newspaper in Northwest Missouri, did a story in November about the Sigma Society of Northwest Missouri State University. The group, who have been Adopt-A-Highway participants since 1998, had 72 college women show up to do their part to keep our highways clean.



Art students from Ridgeway High School came early to meet the artist and marvel about the size of the project.



North Harrison High School students had a lot of questions for Bryant about being a successful working artist.

for more info

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Lost City of the Incas

by M. Elaine Justus



This stunning photograph of Machu Picchu, Peru, was taken by Andrew Cool, son of Facility Operations Supervisor John Cool. He was in Peru for 17-days as part of a program offered by Central Connecticut State University’s George R. Muirhead Center for International Education. We thought it was too beautiful not to share.

D2

North Central

The 10 on Top

by Tammy Wallace

Traditionally the district has capped off the employee fall meetings with the “Top 10”, a collection of just 10 of the many successes District 2 has enjoyed during the year.

The development of the list begins during the September quarterly supervisor’s meeting when the group brainstorms all the major accomplishments of the year. It is then up to senior management to whittle the list down to the top 10 and rank them in order.

The 10 on Top for 2009

#10 - 96 percent CPR Participation

- Largest percentage ever in the district, up from 48 percent in 2008
- Set a goal of 100 percent and will continue working towards that goal
- Three life-saving testimonials from employees

#09 - Second Place Statewide in Excess Right of Way Disposal

- In conjunction with the statewide Realty to Roads Program, District 2 did our part.
- The district rose from last place in the state with four excess parcel disposals in FY08 to second place in FY09 with 31 disposals
 - An almost eight-fold increase in results

#08 - Safe & Sound Underway

- 75 bridges in the district



Adair County Route 11 over North Fork Salt River, one of 10 Safe & Sound bridges completed this year.

- 10 bridges complete, four underway
- Team effort between many work units
- Most bridges opened ahead of the scheduled closure days
- No public concerns

#07 - We Know Snow

Through resource management the

district saw drastic reductions in usage:

- 15,000-ton reduction in salt usage
- 17,000-hour reduction in overtime
- 90,000 gallon reduction in fuel

Results also helped minimize deterioration to our minor roads.



Salt usage took a dive in 2009 as maintenance crews used a conservative approach to abrasives, yet still continued excellent service to our customers during snow removal.

- According to the Report Card for Missouri, District 2 was the only district to receive zero complaints regarding snow removal.

#06 - Safety First

- The district has not had one lost-time accident since Feb. 2008
- Employees are making safety a top priority every day
- 2008 OSHA Recordable Rate of 2.3, the lowest of all the districts

#05 - Rising Above Adversity

- Designed, repaired and reopened Macon Route 156 in just 88 days after flood waters washed out an entire section of roadway
- Repaired and reopened Chariton Route 139 bridge in just 8 days after underwa-



Quite a sight, as project development staff view Macon County Route 156 where a 100-foot section washed away during flooding.

ter inspection found rusted pilings

- Let a contract to resurface Sullivan Route 129 after cold-in-place failure - outstanding maintenance efforts to fix base failures and keep roadway as safe as possible until resurfacing began
- Kirksville Tornado - crews cleared debris from roadways and right of ways
- Spring Flooding - more damage this year from spring flooding
- Quick repairs to Grundy Route E Bridge when large hole developed due to poor bridge deck

#04 - Glasgow Bridge Completed

- \$14.8 million dollar innovative partial replacement of the historic Missouri River Bridge at Glasgow
- Provides 50+ years of service
- Saved millions of dollars over a full bridge replacement
- Twelve-month closure supported by elected officials, citizens and business owners in the community
- Provided a ferry service
- Opened to traffic Sept. 23

#03 - Alternate Route 63 Begins

- Practical design solution plus 75/25 cost share with the City of Kirksville gave this project the edge to be one of only five selected in the state to receive final Amendment 3 dollars
- Project will provide 8.5 miles of super-two roadway to the east of Kirksville to relieve congestion and reduce accidents on Baltimore Street
- Project Development designed the north section of the project in just 180 days
- Project will be completed in 2011

#02 - Wowing our Minor Roads

ARRA Funding = Minor Road Wows!

- 473 miles of improvements this year
- Carroll/Saline Route 41 Wow
- Howard Route 240 Wow
- Patching and flycoating, chip seals, cold mix overlays, hot mix overlays, cold-in-place recycling



A Minor Road WOW thanks to ARRA funding on Carroll and Saline Counties Route 41.

- 11 Overlays
- 107 Bridge Deck Seals

#01 - We Revived Route 65!

- 73 miles of resurfacing, shoulder upgrades and rumble stripes from Chillicothe to Marshall Jct. under three separate contracts
- 77 miles of roadway repaired
- 277,543 tons of asphalt laid
- 12,342 feet of guardrail installed
- Two bridge repairs
- \$20 million dollar investment
- More to Come.....
- Will resurface 20 miles in Grundy and Livingston Counties 33 miles in Grundy and Mercer Counties next year

These 10 on Top wrap up an incredibly productive year for the district.



Route 65 across Livingston, Carroll and Saline Counties received a new surface this year, with continued upgrades coming in 2010.

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D3

North east

Recycling the Culprit

The culprit of occasional flooding on Route 79 at Clare Creek, just south of Louisiana, is not necessarily excessive rainfall. “We have had to clean creek rock out of the culvert several times over the years, and just three years ago, cattle were crossing through here,” said Assistant District Maintenance and Traffic Engineer Jason Shafer. “The stream flows very well, and while we’re not sure, we think the gravel is coming from erosion upstream.”

Working with the Department of Natural Resources and the Corps of Engineers, MoDOT got a permit to remove the rock. It is also being taken one step further to recycle most of it for chip seals and other purposes.

“The culvert is supposed to be 12 feet deep, but the rock has filled it in, leaving about 18” clearance,” Shafer explained. The rock is being hauled to a local quarry for crushing. “Everything over one-half inch will be recycled for chip seal material; the rest will be used for



The Microtraxx is a new remote-controlled machine that is able to get into small spaces without concern of noise or confinement.

shoulders and driveways,” Jason added. Bridge maintenance out of Central Office assisted with the project, using for the first time a new remote-controlled machine called a Microtraxx. “We were able to get the machine into small spaces and crevices easily without having to worry about noise or confinement for employees,” Shafer explained.

To prevent gravel from clogging the culvert, crews built a retention structure upstream. “This is a good way to recycle natural material and at a slightly less cost as opposed to using rock we buy at a quarry,” Shafer added.



Crews removed 7,000 tons of rock from Clare Creek and will be using the rock for chip seals next year.

Last Wooden Culvert Removed

“They don’t make them like they used to” is probably what MoDOT maintenance crews said last summer when they replaced what appears to be the last wooden box culvert in northeast Missouri. The creosote-soaked culvert, located on Route T just south of Hannibal, was built in 1937 and measured 4 feet by 6 feet by 46 feet long.



“Due to environmental restrictions on creosote timbers, structural damage from trees and roots, and traffic, we replaced the 72-year-old wooden structure with corrugated metal piping,” explained Maintenance and Traffic Engineer Mark Giessinger.

The history of box culverts shows the structure was used for minor drainage over the years, but also served as passage for livestock belonging to local farmers owning and grazing land on both sides of the road. “The excellence in craftsmanship and early engineering of the timber culvert, although primitive, was still evident,” Giessinger said. Most culverts today are prefabricated and made of concrete or corrugated metal.

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Around the District



North Shelby High School students and the MoDOT crew worked together to install new Don’t Text & Drive signs at the school parking exits as part of the Battle of the Belt program.



Shelbina Elementary students cut the paper doll ribbon symbolizing the completion of the new bus loading and unloading area in front of their school. The project was funded through the Safe Routes to School program.



Sam Closser, Brad Sanders, Chris Shulse and Dave Bettis watch and listen as CPR Instructor Mary Drennan demonstrates the defibrillator. Although the numbers aren’t in yet, supervisors “buddied” up with each other to try to achieve 100 percent certification by our supervisors.

Teamwork Results in Safer Slope

Seventeen employees were recognized for their various roles to improve a slope near Emden in rural Shelby County. “We worked with the property owner and utility companies to flatten a roadside slope, making it more recoverable,” said North Area Engineer Jennifer Hinson. She added the team, which included Shelbina, Shelbyville and Novelty maintenance crews, and Traffic Specialist Keith Long, made this project an example of how work is performed at MoDOT with pride and cost consciousness. Those who worked together to accomplish the goal were each given Noteworthy recognition.



Maintenance crews work to make a roadside safer on Route 168 near Emden.

D4

Kansas City Area

D4 MoDOT Crew Saves Diabetic Driver's Life

by Michele Compton

On Aug. 12, MoDOT Chouteau office crew workers at the Davidson Road Bridge on Interstate 29 found themselves face-to-face with a life or death situation, and their actions went above and beyond the call of duty to save a Missouri driver.

Maintenance worker David Winship, along with crewmembers Chris Divine, Ryan Martens and Crew Leader Tim Arnold heard an accident on the highway and were startled to see a car hurtling in their direction.

The car slammed to a halt, driver slumped over the wheel, tires burning. That's when these guys went into action.

Winship, a former patrolman for the City of Parkville, grabbed a fire extinguisher as he and his coworkers ran to

the aid of the unconscious driver.

After finding his way into the car, and checking the driver's vital signs, he noticed a medical kit on the floorboard.

"I opened the bag and found the driver's identification along with medical supplies that indicated the driver to be a diabetic," Winship said.

Diabetics rarely slip into a coma, although it does happen. People with diabetes mellitus type 1 are especially prone to a diabetic coma, which is a result of blood sugars that are extremely low or high.

Knowing that a quick infusion of sugar could save the driver's life, Winship unwrapped some suckers and put them in his mouth trying to

get as much sugar as possible into his system before paramedics arrived.

To recognize their quick thinking and life-saving decisions, MoDOT awarded the Meritorious Service Award to Winship, and Certificates of Appreciation for Divine, Martens and Arnold. Director Pete Rahn personally presented the crew with awards on Nov. 3.



Pictured left to right: MoDOT Director Pete Rahn; Ryan Martens, maintenance worker; Tim Arnold, maintenance crew leader; David Winship, maintenance worker and Chris Divine, maintenance worker

"I can't imagine anything more rewarding than knowing you saved someone's life," Rahn said. "Every one of you did the right thing that day."

To watch a video of the service award presentation, log onto www.youtube.com/modotkc.

Cone Moving Celebrates Route 13 Progress

by Steve Porter

More than 40 people gathered on the new westbound Route 50 bridge east of Warrensburg Nov. 9 to do some light lifting. It wasn't just for exercise. They were moving orange cones and opening traffic on two new bridges, celebrating progress of the new Route 13 East Loop, which began just 10 months earlier

The event marked the halfway point in construction of the first leg of a new Route 13 East Loop east of Warrensburg that will conclude by late 2010. Sen. William Stouffer, Rep. Denny Hoskins, Johnson County Commissioners Bill Brenner, Detry Hough and Scott Sader joined representatives from the Highway 13 Corridor Committee, city officials from Higginsville and Warrensburg, the president of the University of Central Missouri, the superintendent of the Warrensburg schools and officers from nearby Whiteman Air Force Base to herald progress.

Construction continues southward as earth is moved and a new, more free-flowing corridor begins to take



shape through the countryside. Once completed in late 2010, the East Loop will move through-traffic away from stop-and-go congestion in downtown Warrensburg, improving safety on the university campus and throughout Warrensburg neighborhoods.

Completion of the two new bridges carrying Route 50 over the East Loop comes at about the halfway point in the \$27 million transportation improvement project. The south por-

tion of the East Loop, from Veterans Road one-half mile north of Route 50, south to existing Route 13 near Route Y, will be a two-lane roadway within the right of way for a future four-lane highway. Ideker Inc. of St. Joseph is the general contractor for the project.

The north leg of the Route 13 East Loop is in the design stage. It will extend the two-lane on four-lane right of way north from the Route 50 interchange to connect with existing Route 13 three miles north of Warrensburg. Construction on that portion is not expected to begin for several more years.

MoDOT, city state and county representatives "moved the cones" to signify the halfway point for the construction of the first leg of a new Route 13 East Loop.



Sharon Taegel, Assistant to the District Engineer, spoke about the progress of the improvements and how the East Loop will move through-traffic away from stop-and-go congestion in Downtown Warrensburg and from neighborhoods and the University of Central Missouri campus.

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D5

Central

Thanks to Our 2009 Retirees

by Holly Dentner

As 2009 comes to a close, the Central District acknowledges the hard work and dedication of the district employees who retired this year. There are ten employees with a combined total of 291 years of service. We thank them for their service and wish them well in their future endeavors.



John Quigley retired on Jan. 1, 2009 after 30 years of service with MoDOT. John started at MoDOT's Central Office bridge crew and worked on the district's first snooper

crew back in 1985. He also worked at the Eldon and Brazito maintenance buildings. He retired as the Osage Beach maintenance supervisor.

Shelby Martin worked at MoDOT for 31 years before retiring on Jan. 1 as maintenance supervisor at Belle. Shelby spent his entire tenure at MoDOT at the Belle maintenance building, where he started out as a crew worker.



Donald Pearson's last day at MoDOT was Feb. 1. Donald retired after 31 years as a senior maintenance worker at Linn. He began at the Linn

maintenance building as a crew worker and intermediate crew worker and served ten years managing the area's incarcerated crew.

Robert Racherbaumer also retired on Feb. 1 after 31 years of service with MoDOT. Robert worked at the Swiss and Drake buildings during his tenure at MoDOT, and retired as a senior maintenance worker at Drake.



Robert Johnson worked at MoDOT for 27 years before retiring on May 1 as a senior crew worker on the district's bridge crew. Robert began at MoDOT on the Central Office bridge maintenance crew before transferring to the district.

Patrick Davis retired after 24 years on Sept. 1. Patrick was a senior maintenance worker at the New Bloomfield maintenance building. He also held the positions of crew worker, intermediate crew worker, structural steel painter, and bridge painting crew leader during his time at MoDOT.



Boonville Maintenance Supervisor Terry Burnett retired on Nov. 1 after 20 years with MoDOT. Terry started as a crew worker at Blackwater, but transferred to

Boonville after two years and remained there for the rest of his time at MoDOT.

Roy Raithe also worked for MoDOT for 31 years before retiring on Dec. 1 as the local maintenance supervisor at Brazito. He also held



the positions of crew worker and senior crew worker. He worked at the Jefferson City and Brazito maintenance areas during his time with MoDOT.



David Thuli's last official day at MoDOT is Dec. 1, after 31 years of service. Dave has worked at the Chamois building since the beginning of his tenure at

MoDOT, starting as a crew worker and then senior crew worker. He retires as the local maintenance supervisor of the Chamois maintenance area.

Stuart "Randy" Greer retires on Jan. 1 as the maintenance superintendent for the Columbia and Boone County area. Randy worked for MoDOT for 35 years and held the positions of crew worker, senior crew worker, assistant maintenance supervisor, and maintenance supervisor during his time with MoDOT.



Demonstration Shows Dangers of Impaired and Distracted Driving

The Missouri Coalition for Roadway Safety's Central Region members used the Halloween weekend to remind motorists to drive safely, drive sober, avoid distractions and buckle up.

The Coalition held a news conference at the Columbia maintenance building to demonstrate impaired driving with a go-cart called the Simulated Impaired Driving Experience, or SIDNE.

When it's in impaired mode, the SIDNE simulates what it's like to drive under the influence. As it bumped into cones along the course, coalition members discussed the impact an impaired driver has on the roadway.

In another demonstration, the SIDNE was taken out of impaired mode and the driver sent and responded to text messages while proceeding through the course. This showed that the "intoxicated" driver missed turns and, at times, did not stop to avoid bumping into items throughout the course.

"Texting behind the wheel is becoming more common and many people don't realize that it can have very serious consequences," said Regional



Cathy Morrison

Office Assistant Edith Walton tries to send a text message as she drives the SIDNE through the obstacle course.

Coordinator Matt Myers. "In an instant, the distraction of sending a text message can cause you to lose control of your vehicle, and that can cause serious injury or loss of life."

Eighty percent of crashes involve some form of driver distraction, and teens admit texting is the number one thing that diverts their attention while driving. In August 2009, a new Missouri law prohibits drivers 21 years of age or younger from sending, reading, or writing an electronic message while driving.

In November, MoDOT issued a new policy that prohibits employees from the same thing while on the job.



Cathy Morrison

Members of the Missouri State Highway Patrol and local police and sheriff's departments joined District Engineer Roger Schwartz to help enforce the coalition's safety message.

New Voices in Customer Service

Those new voices you hear on the phone when you call the Central District Customer Service Center belong to our new customer service representatives, Cindy Lohse and Scott Smith. Smith and Lohse joined MoDOT on Sept. 28.

Before coming to work at MoDOT, Lohse was a legislative assistant for Missouri State Senator Jane Cunningham. Smith worked at the Columbia/Boone County Office of Emergency Management before coming to MoDOT.

In addition to taking calls and answering customer e-mails, they will assist with public meetings, ribbon-cutting ceremonies and other events.

Smith and Lohse join the district's other customer service reps, Charlett



Scott Smith



Cindy Lohse

Scott and Jennifer Rana-bargar, to help us meet the most important goal for the customer service team: to make sure communication between MoDOT and the public continues to be as efficient and accurate as possible.

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D6

St. Louis Area

MoDOT Celebrates Groundbreaking for Interstate 270/Dorsett Diverging Diamond Interchange

by Jack Wang

MoDOT and contractor Fred Weber, Inc., recently kicked off construction of a diverging diamond interchange at Interstate 270 and Dorsett Road with a groundbreaking ceremony. It took place Nov. 13 at the northwest corner of Old Dorsett and Dorsett Road with the public, elected officials, local partners and the media in attendance.

construct than other types of interchanges.

The I-270/Dorsett project also includes construction of a northbound I-270 dual-lane flyover ramp to westbound Route 364 (Page Avenue). Construction will start in spring 2010, and this work is expected to be complete by winter 2011. Improvements also in-



MoDOT, Fred Weber Inc., and elected officials break ground in November on the Interstate 270/Dorsett Diverging Diamond Interchange project. The interchange will be the first of its kind in the St. Louis region.

Crews will begin construction in January 2010 or earlier, depending on the completion of the Interstate 64 project. Dorsett will remain open during construction. A temporary bridge will be built to carry I-270 traffic. The diverging diamond interchange project is expected to be complete by winter 2010.

This type of interchange is a style new to North America. MoDOT was the first in the nation to build the diverging diamond interchange in Springfield during summer 2009. The I-270/Dorsett diverging diamond interchange will be the first of its kind in the St. Louis region. It carries heavy traffic volume, and allows motorists to make free left turns, meaning vehicles don't cross opposing traffic. It also decreases congestion and is cheaper to

clude bridge rehabilitation work at the Marine Avenue overpass on I-270.

This work is scheduled to begin in spring 2010. Funding partners include St. Louis County, city of Maryland Heights, Missouri Department of Economic Development and MoDOT.

The city of Maryland Heights is scheduled to open bids this month for the relocation of Progress Parkway, located east of the Dorsett interchange. This project will be constructed concurrently with the Dorsett diverging diamond interchange.

For more information about the I-270/Dorsett Diverging Interchange project, visit: www.modot.org/stlouis/major_projects/I-270andDorsettInterchangeProject.htm.

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MoDOT Announces Opening Date for the New Interstate 64

by Linda Wilson

The reopening of Interstate 64 will be celebrated Dec. 6 with a full day of events for the public:

-A 5K run will be held from 8-10 a.m., and at the same time a cycling time trial will be underway.

**Both events are pre-registration only.*

-The public is invited to walk, run or bike on the road from noon to 4 p.m.

-The official ribbon-cutting ceremony will be held at 3 p.m. near the I-64 and Hampton interchange.

The ceremony will feature MoDOT and elected officials, the unveiling of the "Jack Buck Memorial Highway" signs, followed by the ribbon-cutting ceremony. All lanes of the highway will be open to traffic before morning rush Dec. 7.

The reopening of the half-billion-dollar project is almost a month ahead of schedule and \$11 million under budget. For more information on the celebration, visit: www.thenewi64.org.

MoDOT and Local High Schools Team Up for Battle of the Belt Challenge

by Kara Price

Dozens of high school students within the St. Louis metropolitan area are not afraid of a challenge. Students at St. Joseph's Academy are among many teens taking on the Battle of the Belt Challenge. Battle of the Belt is a statewide educational program where high schools compete against each other during the fall season to increase safety belt use and potentially save lives.

The challenge involves an unannounced safety belt checkpoint of students, followed by a peer-designed educational blitz, with a final surprise safety belt check to determine if a change of behavior has occurred. This year's program ran Oct. 5 to Nov. 20.

"Our goal is to increase participation in the Battle of the Belt Challenge at our high school, so that the program's message reaches as many students as possible," added Bisch. "We want to ensure that all our students know the importance of wearing their safety belt."

More than 125 schools participated in the Battle of the Belt Challenge in 2008. There were two statewide winning schools for the education/seat belt check component of the campaign. St. Joseph's Academy was chosen for the highest percentage usage overall. Blue Eye High School in Blue Eye, Missouri, was chosen for having the most improved seat belt usage.



A senior at St. Joseph's Academy marks on her clipboard at the safety belt check that another student is buckled up as she arrives to school!

Approximately 15 students at St. Joseph's Academy conducted an unannounced safety belt check on Nov 10, starting at 6:40 a.m., as teens arrived at school. It took place in front of St. Joseph's Academy, located near South Lindbergh Boulevard.

"The Battle of the Belt Challenge is a valuable program because teens are conducting unannounced safety belt checks that serve as reminders to their peers to buckle up," said Jen Bisch, moderator of the Student Government and Battle of the Belt program at St. Joseph's Academy.

In addition to the program, schools have the opportunity to submit a 30-second video spot aimed at encouraging their peers to buckle up. Statewide and regional prizes are awarded to schools reaching high safety belt usage rates.

The program is jointly sponsored by the Missouri Coalition for Roadway Safety and American Family Insurance. For more information on the Battle of the Belt Challenge, visit www.saveMOyouth.com.

Always Buckle Up to Arrive Alive!

D7

Southwest

Pavement Temperature Sensors Installed

by Wendy Brunner-Lewis

By mid-December, just in time for serious winter weather, pavement along the I-44 corridor will be equipped with temperature-monitoring sensors.

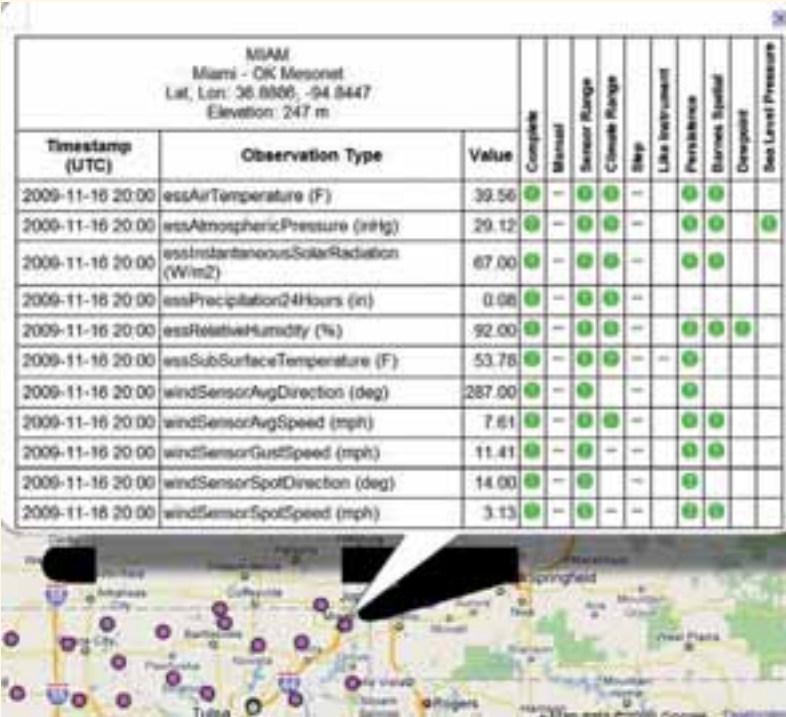
The Remote Weather Information System (RWIS) will be installed in 15 locations across the corridor that spans districts 7, 8, 9 and 6; three will be in District 7.

“Those locations include the 1.28 mile marker near the Oklahoma state line, the 20.2 mile marker at Fidelity in Jasper County and the 45.2 mile marker near Mt. Vernon in Lawrence County,” said Maintenance Superintendent Tim Rice. “The sensor at Fidelity will read pavement and bridge deck temperatures, and the state line and Mt. Vernon sensors will include those readings as well as wind speed, visibility and humidity.”

Thirty-five states already use RWIS. Kansas and Oklahoma use the system, “which is beneficial to us since that’s where most of our weather comes from,” Rice said. State information can be monitored on the Federal Highway Administration’s Clarus Systems Web site at www.clarus-system.com.

Weather or Not, the weather service District 7 subscribes to, will use the information provided by the RWIS to help determine the forecast.

“We hope using RWIS will help us better determine when to treat roads or stop treating roads,” Rice said. “It might only save us one round of treatment, but after a while improving our salt usage just that much will add up.”



This shot from the Clarus Systems Web site shows the weather information at Miami, Okla., 20 miles west of Joplin.

District 7 Raises Money for Charitable Campaign

by Wendy Brunner-Lewis

District 7 employees helped make October a big month for the Missouri State Employees Charitable Campaign.

District office employees held a chili feed for office employees and raised \$100. Office and field employees then brought chili or barbecue to the super-

intendents’ areas to raise money. Those lunches -- held in Nevada, Carthage, Monett and Neosho -- raised \$1,001 for MSECC.

Thank you to everyone who participated and donated food or money!



Resident Engineer Steve Campbell, left, and Traffic Operations Engineer Dave Taylor flip burgers for charity.

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Safe Routes to School in Cassville

by Lori Marble

In the library of the Cassville R-IV Intermediate School, a group of local dignitaries sat on small chairs alongside students who walk each day to school. They gathered to listen to Tracy Holle, their town’s mayor and Jim Orrell, school superintendent, praise the just-completed sidewalk on the east side of Business 37, linking the younger grade levels to the Cassville High School, on the east side of Route Y.

School officials applied for and received a Safe Routes to School grant that paid for the project. Cassville city officials acquired easements from landowners and agreed to build and maintain the sidewalks. Southwest District employees developed the sidewalk plans, assisted in the recording of easements and inspected the project.

Becky Baltz, District Engineer, commented during the event, “Cassville has proven the quality of its leadership with this project. The cooperation we experienced at MoDOT, working with the city leaders and the school system, in particular Superintendent Jim Orrell, has been beyond compare.

“This project, providing a sidewalk between the middle school and high school, was much needed,” Baltz continued. “Our Safe Routes to School program recognized the natural fit, and thanks to a good design and competitive bidding, the project came in at a cost so low that the Safe Routes Program was able to pay all the costs.”

At the conclusion of the indoor portion of the ceremony, school children filed

past Mike Middleton, Construction Engineer, and Jerry Davis, Project Manager, who passed out Arrive Alive t-shirts and lunch bags.

A ribbon cutting then took place on a portion of the sidewalk between the two schools.



Mike Middleton, center, and Jerry Davis, right, hand out t-shirts and lunch bags.

D8

Springfield Area

Taneycomo Bridges: Moving Traffic, Preserving History

by Bob Edwards

A contractor is in place and work is beginning to build a second bridge over Lake Taneycomo connecting downtown Branson and Hollister.

The project on Route 76/Business Route 65 includes rehabilitating the existing bridge after the new bridge, being built on the downstream side, is completed and open to traffic.

The existing spandrel-arch bridge, the oldest and longest of its design still in service in Missouri, will be preserved. The 1,087-foot long bridge was built in 1931 and is eligible for inclusion on the National Register of Historic Sites.

In addition, having two bridges to carry the tourist, business and commuter traffic of about 20,000 cars a day (to an estimated 29,300 by 2030) will ease congestion and improve safety.

“It’s not going to solve all of eastern Taney County’s traffic problems, but it’s one step closer,” said Project Manager Chad Zickefoose, who worked with Taney County, Branson and Hollister to bring the project to this point. MoDOT and the local governments are developing additional congestion-relief projects.

MoDOT originally had only enough money to repair the existing bridge, which requires closing the bridge for up to a year because of the nature of its design. However, the public objected because the detour would have been longer than they wanted to drive.

So MoDOT and the local government representatives joined forces to figure out a different approach, ultimately leading to building a companion bridge. The county and two cities also said they would share the cost for the new bridge.

However, federal stimulus money (under the American Recovery and Reinvestment Act) that became avail-

able early this year was allocated to the Lake Taneycomo bridge project. The project qualified for the money because it was “shovel-ready” and met the law’s criteria for high unemployment.

“It sat in the right location, at the right time and at the right stage of design,” District Engineer Kirk Juranas said. The local governments “helped themselves to make it happen,” he said.

MoDOT will spend \$4.8 million of already programmed money to repair the existing bridge. The 783-foot long new bridge will be built with \$7.4 million in stimulus funds.

The new bridge will be built and opened to traffic by late 2010. Then the existing bridge will be closed for rehabilitation for up to a year. Project completion: Dec. 31, 2011.

The existing bridge will carry Route 76/Business Route 65 traffic between downtown Branson and Hollister. The new bridge will carry traffic between Branson Landing Boulevard and Hollister.

Both bridges will terminate on the Hollister side in an oval-shaped “round-about,” replacing a three-way signalized intersection. The round-about is designed to help traffic keep moving, reducing backups on the bridge and on Business Route 65 back toward Hollister and on Route 76 toward the east. A one-way bypass lane will enable eastbound Route 76 drivers traveling from Hollister to skirt the round-about on the south side.

Keeping traffic moving will reduce rear-end crashes and widening the driving lanes on the existing bridge will cut down on sideswipes.

Jensen Construction Co. of Des Moines, Iowa, won the bid to build the project.



Bob Edwards

D8 at Work

1. Signing Seasonal Crew Workers Todd Bozarth, left, and Kelly Rogers lay out hash marks for a left-turn lane on Greene County Route YY at Farm Road 193 east of Springfield. A new school is under construction there.

2. Springfield Senior Construction Technician Carson Cash runs a nuclear density test on base rock for a new ramp on the Route 60/65 reconstruction project in Springfield.

3. Springfield Senior Construction Inspector Bernie Mac takes concrete samples for strength testing as pavers move across the Kearney Street bridge over Route 65 in Springfield. The project involves making extensive bridge deck repairs and adding lanes on Kearney Street (Route 744) between Mayfair Avenue west of Route 65 and LeCompte Road east of Route 65.

4. Tuning up a pickup in the Ava maintenance shop is Ava/Gainesville area Equipment Technician Shane Riley.

13

*“Talkin’ Transportation”
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Branson Construction Veteran Retires

by Angela Eden

Branson Senior Construction Inspector Jerry Russell

Service: 28 years (hired May 1, 1977)

Career: Rodman, Branson Construction, 1977-1980; construction technician

Bob Edwards
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to construction inspector, Springfield Construction, 1985-1992; construction inspector to senior construction inspector, Branson Construction, 1992-2009

Memorable Accomplishment: Replacing the curvy, hilly original Route 65 between Hollister and the Missouri-Arkansas state line with a straighter, flatter two-lane Route 65

Favorite Project: Being an instructor for “certification training” where all construction inspectors and technicians

were taught state and federal inspection requirements

Quote: “As a construction inspector, I wanted to build an end product (highway project) that was free of problems.”

Post-MoDOT Plans: Start a consulting business; pastor his church; spend more time with wife, Linnea, and family

Also retiring: Signal Shop Senior Electrician Larry Dill



Russell

D9

South Central

Employees Sharpen Their Interviewing Skills During the First District 9 Lunch and Learn

by Christi Turkleson

D9 hosted its first “Lunch and Learn” session on Oct. 14, with “How to be Successful in an Interview.” South Central District Human Resources Manager Denna Tune taught participants how to apply for internal postings, how to prepare for an interview, and gave some tips for responding to interview questions.

Tune first gave participants a copy of the personal qualities worksheet and explained how interview questions are determined by the personal qualities needed for each position. Tune also gave in-depth examples of interview questions and techniques for responding. She told participants to use action words to describe their skills and to

give specific examples of their work when answering questions. One of the most surprising tips for those attending was the suggestion to bring notes to the interview if needed. Several employees said they had assumed bringing notes would be seen as a negative. Tune assured them that bringing notes is not seen as a negative and could help them remember the key points and examples they want to discuss.

Participants were told that they should be prepared to discuss accomplishments they’ve made, conflict situations they have experienced, and to tie their skills to their accomplishments. Tune also told the employees not to be too shy to ask for clarification on questions if needed.

The Lunch and Learn session ended with a reminder that the Human Resource department is available to help with questions about job postings, and can also provide help with practice interviews.

Tune thanked employees for taking the initiative to participate in the training. “You have to tell your story. No one can tell your story but you,” said Tune.

Senior Human Resources Specialist Pam Griffin said the Human Resource division received good feedback from participants of this first session. “There has been a lot of interest in the remaining two sessions on this topic,” said Griffin.

- Some additional interviewing tips given during the training:
- List any certifications and licenses you have that are related to the position.
 - Include all courses you have taken related to the position; even if you have not obtained a degree.
 - Include any volunteer experience that may relate to the position.
 - Proofread and double-check all paperwork.
 - Pay attention to your personal appearance.
 - Be aware of your body language.
 - Be on time.
 - Research the position.
 - Be confident.



South Central Human Resources Manager Denna Tune shares information with employees to sharpen their interviewing skills during the first Lunch and Learn held in District 9.

South Central Employees Support Charitable Campaign

by Christi Turkleson

Employees in the South Central district heard a special presentation during their employee fairs this year. Barb Conner, customer service representative and charitable campaign coordinator, explained the process for donating and spoke movingly about the needs of charitable organizations.



Conner told employees that they could donate as little as fifty cents a paycheck, and urged employees to consider giving up the price of a soda a week for a good cause. The Charitable Campaign also raised funds in October through sales of breast cancer awareness items such as pins and wristbands, and “Pink and Jeans” days. In total, 170 South Central employees donated during the charitable campaign drive, compared to 49 last year.

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Four-Lane Section of Route 60 Opens to Traffic



An eight-mile section of four-lane on Route 60 in Howell and Shannon Counties was opened to traffic on Nov. 11. This section extends from east of Route 17 North near Mountain View, Mo., to east of Birch Tree, Mo.

D10

Southeast

It's a Team Effort: D10 Bridge Competition

by Belinda McMurry

Movies were not the only thing showing on the big screen at Wehrenberg Theatres in Cape Girardeau Nov. 12; model bridges built by local students were the main attraction for over 225 area students. District 10 sponsored its sixth annual bridge building competition and had a huge response from high school juniors and seniors in its 14-county Southeast District. Twenty-six schools signed up, with 227 students participating in the competition. And, with the number of participating students continuing to grow from year-to-year, so do the prizes; this year, even more prizes were given away than in the past.

This year, Three Rivers Community College, the Southeast Missouri State University Physics and Engineering Club, along with numerous local businesses, donated approximately \$1500 worth in prizes for the students that built the top ten most efficient bridges -- the lightest bridges that carried the greatest loads. Out of 227 students, Ste. Genevieve High School won the top nine individual awards, with Oak Ridge taking tenth place. An award was also

given to Ste. Genevieve for the most aesthetic bridge and to Oak Ridge for winning the Electronic Bridge Competition.

With Senator Jason Crowell's donation of \$1,000 dollars, the top three schools were also recognized. Any school that had three or more entries was able to compete for the top three "best school"

awards. Of the 26 southeastern schools that participated this year, Ste. Genevieve High School took the overall best school award and a check for \$500. Oak Ridge High School came in second with \$300, and Chaffee High School took third with \$200. In addition to the cash prizes, Rep. Jo Ann Emerson also donated two flags that were flown over the U.S. Capitol Building to the top two schools.

If the cash and prizes weren't already enough, MoDOT also partnered with Arkansas State University, Southeast Missouri State University, Missouri University of Science and Technology (formerly University of Missouri-Rolla), University of Missouri-Columbia, and Southern Illinois University of Carbondale to offer seniors interested in civil engineering up to \$10,000 worth of civil engineering scholarships. All competing seniors were eligible for scholarships.



The Sixth Annual Bridge Competition was a team effort (D10 Bridge Competition Team pictured above) led by Senior Highway Designers Anita Clark and Gretchen Hanks, and District Traffic Engineer Craig Compas.



In addition to the bridge building competition, students also have the opportunity to compete in the electronic bridge competition (above).



A competing student (right), along with KFVS12 TV (left), watch as Intermediate Traffic Studies Specialist David Hollmann attempts to break the bridge.

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2009 Service Awards

by Marissa Van Robey



Five-Year Service Award Recipients



20-Year Service Award Recipients



10-Year Service Award Recipients



25-Year Service Award Recipients



15-Year Service Award Recipients



30-Year Service Award Recipients

Southeast Traffic Counters

by Marissa Van Robey

Although most of District 10's Safe and Sound bridge projects have involved a six-week road closure with a deck replacement, planning and analysis is still necessary to make each of these decisions.

"It is not as simple as choosing to close a road for bridge improvements," said Project Manager Andy Meyer. "While road closures help save both time and money, they are not always appropriate."

Meyer said that for certain projects road closures are not feasible due to a lack of suitable detour routes or high traffic volume.

One of the departments involved in this decision-making process is traffic. The traffic department provides data to be analyzed by installing traffic counters along routes with upcoming projects.

"This is not a new operation for us," said Senior Traffic Technician Chris Driskill, representing the district's data collection team. "If weather permits, we install traffic counters every week about 10 months out of the year."

District 10 uses two different types of counters -- tube and Hi-star. The

tube counters are used to pick up volume counts. For more in-depth data, the Hi-star counters are used provide information on the speed and type of the vehicles.

Driskill explained that the information the counters provide is vital to calibrating traffic signals, examining safety, as well as during the design phase. During the design phase, the data is used to decide if closing the road, constructing a bypass or designing a detour is the most appropriate.

Meyer said that by examining the traffic volume prior to beginning an improvement project, MoDOT works to minimize impacts to motorists.

"In five years, MoDOT will have improved over 800 bridges statewide through the Safe and Sound program," said Meyer. "In addition to meeting this goal, we also want to complete this program knowing that we have done what is best for the traveling public and the taxpayers."



Senior Traffic Specialist Randy Grady and Senior Traffic Technician Kevin Williams work to remove tube counters placed on Route AB in Cape Girardeau County.

Connections

The mission of *Connections* is to be a monthly source of Missouri Department of Transportation news and feature articles that connect employees statewide. It is distributed to MoDOT employees and retirees.

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Positive Trends

Are you happy with your work? An annual survey helps gauge employee satisfaction, and the results are in for 2009.

The intent of the survey is to gather employees' opinions related to multiple areas of employee satisfaction, and compare them to similar surveys of the past. This year, surveys were sent to 6,327 employees and 3,792 responded – a 60 percent response rate.

Areas measured included job satisfaction, engagement, organizational justice

and living MoDOT values. In each of these areas, there was a consistent positive trend for 2009.

“The Employee Satisfaction Survey is every employee’s chance to have his or her voice heard by management,” said Micki Knudsen, director of human resources. “Our senior management team believes that employee satisfaction is crucial to MoDOT performance. We want employees to have an enjoyable experience when they come to work. We hope it makes them more engaged,

and more committed to MoDOT, leading to better performance and retention.”

Of those participating, 19 percent included comments. Comments included concerns about salaries, as well as both positive and negative comments related to supervisors and MoDOT in general. A summary of comments broken down by location can be found in Appendix 5 of the report.

What’s next? The last appendix available online lists more than 60 action

items to be taken by districts, Central Office, and statewide to address employee satisfaction. These action items illustrate MoDOT’s commitment to employees and the importance placed on improving the work environment for all employees.

“We are pleased that our satisfaction levels are increasing, but we can always try to do more,” said Knudsen.

For the full survey report and appendices, visit www.intranet/hr/employee_satisfaction.htm.



Legislative Update

by Jorma Duran

Though the new legislative session does not begin until Jan. 6, 2010, MoDOT’s Government Relations team is already working with MoDOT staff and key transportation officials to discuss three important issues: Distracted and impaired drivers, high-speed passenger rail, and the decline in MoDOT revenues and what it could mean to the traveling public. Also, this past year Governmental Relations has been traveling around the state meeting with elected officials to advance the conversation on moving transportation forward in Missouri.

“It is not just a January through May job,” said Jay Wunderlich, Governmental Relations director. “We are busy all year long meeting with state and federal elected officials, the Governor’s staff and various stakeholders on a variety of transportation-related issues.”

With respect to the passage of a primary safety belt initiative, MoDOT will continue to make this one of its top legislative priorities and will support any legislator who wants to pass a primary safety belt law and will do so until it is law. Challenges will arise

with these and any other legislative proposals because the main focus for the next general assembly will be to better balance the state’s budget in response to the downward trend of Missouri’s economy.

During the 2009 session, the general assembly passed a number of legislative proposals that positively affected transportation operations, programs, and safety. Incident management operations are improved, thanks to reducing the amount of time an unattended vehicle would be allowed to sit along the roadside in non-urban areas. Also, the Missouri Highways and Transportation Commission now has the authority to enter into additional design-build contracts, the passage of two separate land conveyances (One to help construct a new Mississippi River bridge). Other items include a resolution urging Congress to acknowledge the Missouri River as a vital link in Missouri’s total transportation system and prohibiting text messaging while driving for those 21 years of age and younger.

A Message from MoDOT’s Director

Dear Team MoDOT:

As we approach the holidays, I wish you and your loved ones safe travels and happy celebrations. I appreciate all you do to provide our customers with a safe, effective and quality transportation system. The coming year will be a challenging one as we work to find ways to continue to provide a high level of service with fewer resources. But we’ve pulled together before to overcome obstacles, and we’ll do it again.

I just can’t say it enough – I’m extremely proud of the work you do and am honored to be associated with all of you. Best wishes for a joy-filled holiday season and a great new year.

Sincerely,
Pete Rahn

Happy Holidays